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SPECIAL TELEGRAMS.

HOME RACING.

RESULT OF THE CHESTER VASE.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 2nd, 4.30 p.m.

The result of the Chester Vase race was as follows:—

1. Mass
2. Sunder
3. Oliver Goldsmith.

THE WRECKED ASIA.

MISSING EUROPEAN FOUND.

[THE "TELEGRAPH" CORRESPONDENT.]

Shanghai, May 2, 6.10 p.m.

Arundel, who has been missing from the "Asia" since she went

ashore on Finger Rock, has now been found at Ningpo.

The Chinese naval officers refused to search natives for silk.

After the wreck the looters lowered sixty per cent. of the packages into junks.

The wreck was still to be seen yesterday.

Some strong criticism of the manner in which the Chinese naval officers dealt with the situation appears on Page 3.

BILLIARDS.

GRAY TO MEET INMAN.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 2, 4.30 p.m.

Gray, the Australian, has made a match to play Inman in London.

RETIREMENT OF CHIEF DETECTIVE INSPECTOR J. W. HANSON.

The retirement is announced of the head of the Hongkong Detective Department, Mr. J. W. Hanson, who for over thirty years has been connected with the constabulary in the Colony. Mr. Hanson was included in the King's New Year honours list, and about three weeks ago he received the much coveted Police Medal, presented on behalf of the King by the Governor of the Colony. Mr. Hanson, who left London in 1874, in a sailing ship, at the age of 17 years, applied for admission to the police force on his arrival at Hongkong. During the voyage he encountered severe storms. He has proved himself one of the most capable officers who helped to administer the Police regulations in Hongkong. He has seen great changes, for at the time he entered the service, Kowloon was nothing but a sandy beach from Hungsho to Samsui, on which were a few native huts and the police station, known as the "Old Castle." He has had many awkward experiences; once he was attacked by a robber, and on another occasion he had a narrow escape from losing his life in attempting to seize two boats whose crews had arranged to rob a house. He effected arrests, but on entering the cell some time later he was met by revolver shots. During his residence here Mr. Hanson has visited England twice. He leaves for home in the course of a week or two.

SPECIAL TELEGRAMS.

KUALA LUMPUR TRAGEDY.

JUSTIFIABLE HOMICIDE.

[THE "TELEGRAPH" CORRESPONDENT.]

Singapore, May 3rd, 12.50 p.m.

In connection with the tragic death of Mr. W. Steward, who is well-known through Selangor as the late manager of Salak South Mine, Mrs. Proudlock (wife of Mr. W. Proudlock, second master at the Victoria Institute, who is at present acting as headmaster in the absence of Mr. Shaw), has been committed for trial on a charge of murder.

It is probable that the case will be heard on the 15th inst.

The defence indicated is that it is a case of justifiable homicide in defence of honour.

SOME CURIOUS FEATURES OF THE CASE.

The following additional facts as to the above tragedy which was enabled to us by our Singapore correspondent will probably be acceptable to our readers:—

Kuala Lumpur, April 28.—The Steward inquest is fixed for Monday, and the police court proceedings take place the same day.

Little fresh news is forthcoming; but in the meantime it appears that the revolver had been purchased only a few days prior to the tragedy, for the alleged purpose of shooting practice.

A strange feature of the case is that there was no indication of blood on the verandah where several shots are said to have been fired, but it is stated that there was blood on the lady's hands and on the lady's hands and clothing. It is understood that Mrs. Proudlock has no recollection of what happened after the shooting on the verandah; but the fact of the body and revolver being found thirty paces away argues that she followed the deceased while he fled.

The deceased's face and moustache were scorched by proximity to the weapon.

Mr. Steward is reputed to have been a quiet, likeable man.

Mrs. Proudlock is now residing with her father, Mr. Charter, of the Public Works Department.—"Straits Times."

THE CHINA ASSOCIATION.

PRaise FOR CHINA'S PLAGUE MEASURES.

London, April 25.—At a gathering of the China Association, Mr. F. Anderson, the retiring President, said the Treaty with Japan was an improvement on the original tariff, but it was nevertheless very disappointing to British traders. He urged a greater assertion of British rights, especially in regard to trade marks. The President praised China's plague measures and said he admired Chinese grit in dealing with the opium question. The new President of the Association is Mr. Dudgeon.—"Straits Times."

SPECIAL TELEGRAMS.

THE CHINESE LOAN.

ISSUE QUICKLY TAKEN UP.

[THE "INDEPENDENT NEWS" AGENCY.]

Tokio, May 3.

The application for subscription to the Chinese Bonds, issued by the Yokohama Specie Bank, since Monday had reached a high figure, no less than 20,000,000 yen being subscribed by noon yesterday. The issue lists have been closed.

RUSSIAN GOVERNMENT AND CHINESE SHIP-OWNERS.

A HINDRANCE TO COASTING TRADE.

[THE "INDEPENDENT NEWS" AGENCY.]

Tokio, May 3.

The Chinese shipowners have petitioned the government asking them to endeavour to secure a postponement, till next year, of the enforcement of the new navigation law, by which the Russian Government intend to prevent foreign ships from coasting navigation.

The ship owners have decided upon a common course of action against the Russians, and are determined not to sell their steamers to Russians in the event of the petition not being granted.

100,000 coolies are expected to arrive in Malaya this year.

The British cruiser, Crescent, arrived in Singapore on the 26th April.

The Laisang is discharging 1,000 tons of cargo in Singapore.

Four Chinese have died from plague during the twenty-four hours, ending at noon to-day.

Mr. P. Kauffman, of New York, manager of the American Film Service, left by the s.s. Tean for Manila. Mr. Kauffman is making an extensive tour through the East in the interest of his business.

A large number of the members of the Hongkong Club met in the club premises this morning at 11 o'clock to wish Sir Paul Chater and the Honourable Mr. H. Keswick a pleasant trip home, where, during the Coronation ceremonies, they represent this outpost of the Empire.

The friends of Engineer-Captain J. Fielder, who left Hongkong about two years ago after a period of service in H. M. S. Naval Yard, will be glad to learn that he has been promoted to the rank of Engineer Rear Admiral in His Majesty's Fleet. By his promotion the good service pension of £150 which Captain Fielder had been receiving passes to another officer of that rank.

REUTER'S TELEGRAMS.

HOME POLITICS.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 3rd, 7.15 a.m.

By 299 votes to 105 the House of Commons Committee adopted the second principal clause of the Veto Bill, which was published on the 22nd of March, 1910.

THE JAPANESE ANTARCTIC EXPEDITION.

RETURNS TO SYDNEY.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 2nd.

A telegram from Sydney states that the Japanese Antarctic Expedition has returned to that port, having been obliged to turn back on account of icebergs and pack ice, and also because most of the dogs had died.

MAY DAY IN EUROPE.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 2nd.

May Day was quietly observed on the Continent except at Paris, where demonstrations were prohibited, resulting in constant scuffles with the troops and police.

JAPANESE AVIATORS AT VERSAILLES.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 2nd.

The Japanese Military Mission now at Paris visited the aeronautical park at Versailles, and Messrs Yamaguchi, Toyodi and Mieshi aeroplane to Buc, piloted by French officers.

REVOLT IN TURKEY.

REUTER'S SERVICE TO THE "TELEGRAPH."

London, May 2nd.

It is officially reported that Edhem Pasha's force encountered and repulsed the Albanian insurgents, losing forty killed and wounded. The insurgent losses were heavy.

REUTER'S TELEGRAMS.

GERMAN ANTARCTIC EXPEDITION.

Bombay, May 3rd, 7.15 a.m.

The German Antarctic expedition sails from Hamburg to-day aboard a specially equipped barque, the "Deutschland," which first proceeds to Buenos Ayres.

FRENCH COLUMN LEAVES CASABLANCA.

Bombay, May 3rd, 7.15 a.m.

News from Tangier states that the French column has left Casablanca and Rabat, for Fez.

All Ghars tribes, who are proclaiming a Jihad, are excited.

SHANGHAI RACES.

We are indebted to the Secretary of the Hongkong Club for the following results in connection with the Shanghai Spring meeting.

1.—THE GREAT NORTHERN PLATE.—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies that have run at this Meeting. Weight for inches as per scale. Winners, 7 lb. extra; two or more races, 10 lb. extra. Jockeys who have never won an official race previous to this Meeting, allowed 5 lb. Entrance, Tls. 5. Seven furlongs.

Marengo (Johnstone) ... 1
Sandringham (Burkill) ... 2
Willow Tree (Vida) Dead ... 3
Just in Time (Cumming) heat Time 1.45 3-5.

2.—The Rubicon Plate.—Value, Tls. 250. Second Pony, Tls. 75. Third pony, Tls. 50. For China Ponies, being bona fide Griffins of this Meeting. Weight for inches as per scale. Winners, 7 lb. extra. Entrance, Tls. 5. One mile and a quarter.

Chofoo (Cumming) ... 1
Ebony Tree (Vida) ... 2
Romany (Dalgarro) ... 3
Time 2.38.

3.—The Shantung Stakes.—Value, Tls. 200. Second pony, Tls. 50. Third Pony, Tls. 25. A forced entry for all Subscription Griffins otherwise entered at this Meeting. Weight for inches as per scale. Winners of one race, 7 lb. extra; two or more races, 10 lb. extra. Unplaced Ponies allowed 5 lb. Entrance, Tls. 5. One mile.

Slice (Laurence) ... 1
Craftsman (Burkill) ... 2
Quistill (Cumming) ... 3
Time 2.07 3-5.

4.—The Pari-Mutuel Stakes.—Value, Tls. 300. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Griffins of this Meeting allowed 7 lb. A penalty of 7 lb. for Non-Starters and Winners at this Meeting. Entrance, Tls. 5. One mile and a half.

Sandringham (Burkill) ... 1
Per (Schnorr) ... 2
Worcester (Laurence) ... 3
Time 3.08 4-5. (Record).

In yesterday's issue we stated that forty-three cases of bubonic plague were reported in twenty-four hours. The Sanitary Board informs us that the number was two, not forty-three. Each case it appears is numbered and the two cases in question were numbered 21 and 22. These two added together totalled forty-three. We suggest that in future the Sanitary Board indicate the number of cases to date or for the previous 24 hours and not number them in such manner that confusion may arise.

CHINESE TELEGRAMS.

THE CANTON TROUBLE.

[THE "TELEGRAPH" CORRESPONDENT.]

Shameen, May 2, 6.25 p.m.

The west and south gates are now open, but are very strongly guarded.

The Major-general who was wounded in the recent fight is not dead.

THE POWERS OF A VICEROY.

[THE "SHAN PO" SERVICE.]

Peking, May 2.

The newly appointed Viceroy of the Three Eastern Provinces has come to the following arrangements with the Board of Foreign Affairs.

1. Sole power to settle diplomatic questions without any interference from the Board.

2. Any questions submitted to the Board for consideration must be attended to by the Board without delay.

3. Sole power to issue foreign loans for the development of the Eastern Provinces.

4. Sole power to appoint advisers.

FEARED SECOND RISING.

PEOPLE PANIC STRICKEN.

POLICE JOIN IN FLIGHT.

BLUEJACKETS LANDED AT SHAMEEN AND GUNS MOUNTED.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, May 2.

Early yesterday morning there was much excitement in Sai Kwan. A rumour had gained ground that both the civil and military authorities in Fatsan had been killed. At the time the gate at Sai Kwan was closed, and the people in this locality became panic-stricken. All entertained the fear that a second rising would take place in Canton. It so happened that some gun-boats, moored off Wong Sha, stopped little craft there and those on the inner river from going about. At 7 o'clock in the morning guns repeatedly went off. Some conjectured that the gunboats were doing gun-practice, while others concluded that the firing of the guns was intended for signalling to the anarchists that the naval authorities were quite prepared for any emergency. At 9 o'clock there was quite a stir among the people, some crying out that the insurgents had resumed their attack on the city, and that they heard guns going off from the direction of Shek Wei Tong. It was a miserable day, and rain fell in torrents. Nevertheless the panic-stricken people fled here and there. The policemen on beat were as much alarmed as those whom it is their duty to protect. They joined in the flight, and forced the shop people to stop business and close up their doors. The pitiable condition of the people, and the signs of fear on their faces were beyond description. At noon, when the weather improved, nothing untoward happened, the people became calm, and began to think a false alarm had been raised. At Honam and at Yin Tong east of the city, similar commotions occurred at the same time. The Canton recruits whose barracks are in the latter place, thought that a serious rising had broken out in Canton, and prepared for emergency. At Shameen, the bluejackets were landed and the guns on the foreign gun-boats anchored off Pak Ngor Tam were mounted.

RAILWAY TRAFFIC RESUMED.

Latest news to hand this morning from Canton states that all the trains have resumed traffic.

INSURGENTS FORCE IGNORANT VILLAGERS INTO RANKS.

REBELS FLEE AT SIGHT OF GUNBOATS.

SEVERE ENCOUNTER.

WIRELESS APPARATUS DAMAGED.

ORDER RESTORED AT CANTON AND FATSHAN.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, May 2.

On the 28th April about two thousand insurgents hailed up their flag of "independence" at Lok Chung market in Shun Tak district. They took possession of the barracks of the local braves and after seizing all the arms and ammunition, took up quarters there. They declared that they would join their party in Canton. Day and night they induced the ignorant villagers to join them and forced them to discard their quotas. However, no harm was done to the villagers and they promised them every protection. As the night came on, the gunboats "Kiang-ku" and "Kiang-kung" went rapidly up the river. Rays of the search-light were flashed by the gunboats on to the shore. As soon as the rebels caught sight of the war crafts, they fled in all directions. The following afternoon, they came down in boats from Lok Chung market by way of Lam-shak and Shek-wan. Their movement was probably a design on Fat Shan. Half way they met the two gunboats "Kiang-ku" and "Kiang-kung." A severe encounter took place. The Kiang-kung mounted the machine guns and opened fire. Over one hundred of the insurgents were killed while some were drowned. The pilot on board the gunboat "Kiang-kung" was shot dead by the rebels besides five sailors. The wireless apparatus installed on board was also damaged. As the rebels were losing ground, they made for the shallow water so as to prevent the gunboats from getting near them. Three hundred of them reached Fat-shan in spite of the heavy loss and landed there. These rebels then set fire to the local military official's yamen and demolished the local police station by throwing bombs. A large number of buildings were enveloped in flames. Ultimately the naval troops managed to land at Fat-shan by some other means and repulsed the rebels. One portion of the rebels escaped to Tung-chai bridge. There they met the local garrison and the braves. Here a deadly encounter ensued and Commander Ma was killed. Twenty-seven braves met with the same fate. The casualties on the rebel side were heavy. Afterwards they made a hasty retreat. Early yesterday morning, Admiral Li Chun dispatched Commanders Wu Chung-yu, Shi Kong-ting and Li Shing-chun with reinforcement for Fatsan by train. On the same afternoon, Commander Wu telegraphed to the Canton authorities that the tumult at Fatsan had been subdued and order had been restored. The Commanders will return to Canton within the next few days. On receipt of the telegram of Commander Wu, Admiral Li Chun at once sent out Commander Lam Shing-tang, attached to the Canton recruits corps, with some of his men to go round the city of Canton advising the gentry, the merchants and the public to resume their usual business and informing them that order had been restored in Fatsan. Commander Lam at the same time notified the editors of the local press to publish in their columns that things were quiet both in Fatsan and Canton so as to pacify the minds of the people. At the same time, the Self-Government Society distributed hand bills to the same effect for the information of the public.

PIRATICAL OPERATIONS ON THE ASIA.

We briefly referred to the piratical operations of the Chinese fishermen and their horrible inhumanity towards the unfortunate passengers and crew of the ill-fated steamer Asia at a moment when any other people in the world, with the least pretensions to civilisation, would have been ready to render succour and assistance at the risk of their lives. Fuller reports from the shipwrecked Europeans and Americans only add to the heinousness of the story already told regarding the barbarity and unchanging wickedness of these sea-robbers and cut-throats whose Government and officials stand idly by year after year when the officials do not covertly encourage them in their piratical pursuits, which renders them a serious menace to the rest of mankind and their Government a by-word amongst nations. It is high time, seeing appeals to that Government to suppress such practices with condign punishment, that the maritime Powers whose ships ply on the inhospitable coast of China took the matter in hand themselves and sent gunboats to exterminate by the most drastic measures these inhuman pests of China's waters. Such misdeeds and such daring marauders might have been tolerated in the first days of Europe's intercourse with savage Asia, but such things should not be tolerated at this late age of the world, when China with brazen effrontery is proclaiming her early intention and present fitness to take into her unholy keeping the care of the lives and property of Europeans, and when by means of a subtle and insidious propaganda, conducted mainly through renegade white men, she is meeting considerable success by means of systematic lying and deception in persuading such a formidable and confiding Power as that at Washington of the justice of her claims in this direction, in which we may any day hear she has reached her goal.

But as there were a large number of American passengers on board the Asia, besides the captain and officers, who have seen with their own eyes what the Chinese in their own country are really like, when they have what they believe help and distressed foreigners in their power, we trust that the evil tendencies of the infuriated and incomprehensible "dollar diplomacy" that has been making such headway of late will be checked, and that until China really shows by her conduct and the demeanour of her people towards strangers in distress, that she is a different China from what we who know her are sorry to have to say we still believe her to be, the same old barbarous and merciless land of the Boxers, of pillage and massacre, we hope there will be no more pilfering with a country which despite all the paper reforms has made no such progress as would entitle her to equality of treatment by civilised countries.

After quoting narratives of passengers the "China Gazette" says:

"The foregoing would make highly exciting and interesting reading at any time, but to those who do not know China the narrative must seem well-nigh incredible in the twentieth century. We hope that the American and European papers will freely copy it for the benefit of their readers, as showing the true conditions that prevail upon the coast of China to-day. It is the immediate duty of the Chinese Government to despatch some of the idle and otherwise useless vessels it calls warships to effect the capture of the pirates at Taichow. Every man or woman found in possession of parts of the steamer or her cargo should be arrested and brought to trial to answer for their robberies and their crimes against humanity. We have, however, but little expectation that the Chinese Government will do anything of the kind, and if it does not, it devolves upon other Powers interested to do this necessary police work of the sea, just as the Japanese and Russians have to suppress the Hungtzu on land, in the same way as the British and French have to keep in check the robber bands who prey upon the borders of the western provinces with the

tacit approval of the local Chinese officials. The prevalence and tacit recognition of piracy on sea and of robber bands on land are amongst the greatest curses of China to-day, and the outer world which has now such interests in preserving order in the cause of commerce and peaceful trade, both by sea and land, with China, should not tolerate for a single day longer conditions which would not be permitted without condign punishment in any other quarter of the globe. China can put down such practices if her officials really wish to do so. It is time that they were taught that they must."

In connection with the attack of pirates on the "Asia," says the "Shanghai Times," it is well to remember the Treaty provisions concerning piracy. In the Treaty between the United States and China signed at Tientsin in 1858, it is provided, "if any vessel of the United States be wrecked or stranded on the coast of China and be subjected to plunder or other damage, the proper officers of the Government, on receiving information of the fact, shall immediately adopt measures for its relief and security; persons on board shall receive friendly treatment, and be enabled to repair at once to the nearest port, and shall enjoy all facilities for obtaining supplies of provisions and water. If the merchant vessels of the United States, while within the waters over which the Chinese Government exercise jurisdiction, be plundered by robbers or pirates, then the Chinese local authorities, civil and military, on receiving information thereof shall arrest the said robbers or pirates and punish them according to law, and shall cause all the property which can be recovered to be restored to the owners, or placed in the hands of the Consul." It is further provided that "The United States of America agree that, in case of the shipwreck of any American vessel and its being pillaged by pirates or in case any American vessel shall be pillaged or captured by pirates on the seas adjacent to the coast without being shipwrecked, the national vessels of the United States shall pursue the said pirates and if captured deliver them over for trial and punishment." The provisions of the Tientsin Treaty between Great Britain and China are practically the same as those already quoted. The unfortunate occurrences after the wreck of the "Asia" are already the subject of prompt and energetic action on the part of the Chinese Government, to which every support will be given by British men-of-war, since the Asia, though chartered by an American Company, is a British vessel and flies the British flag. The fact of the ship being chartered by an American Company does not entitle her to fly the American flag, and for this reason the necessary action in the case is being taken by British authorities, as will be seen by reference to our columns, although we are certain that, if necessary, they will have the full support of the American authorities in co-operation with the efforts of the Chinese Government. It is known that several Chinese vessels are at target practice in Nimrod Sound, which is not far distant from the scene of the disaster, and doubtless these ships will take an active part in attempts to capture the pirates. It is a long time since a piratical band has had an opportunity to ply their trade on a vessel shipwrecked on the coast of China, and it is to be hoped that the perpetrators of the outrage will receive such condign punishment that there may never again be a recurrence of such a disgraceful incident. The public will await with interest a full investigation of the circumstances surrounding the piracy, and whether or not a course of action might have been adopted which would have prevented it.

A Naval Scandal.
Certain circumstances attending the wreck of the Asia call for immediate attention and action on the part of the Imperial Government. The fact that on the coasts of this Empire and within easy hail of its numerous ports it is still possible for pirates and others to swarm unhindered by any sovereign police authorities about a wrecked ship whilst she is in articulo mortis, threatening the safety if not the lives of those who from the very incidence of their position should command

the sympathy of every human being without distinction of race, colour or creed, and afterwards looting the vessel apparently at their leisure, constitutes a very terrible reproach to those responsible for the preservation of peace and order within the confines of this Empire and cannot be characterized otherwise than a grave scandal. This incident again demonstrates the urgent necessity for naval reorganization and the provision of a certain number of fast, armed craft for maritime police work. On this occasion it appears that the services of "foreign" men-of-war had to be requisitioned by those responsible for the safety of the passengers and crew of the ill-fated ship, and the latest reports to hand, to the effect that the Asia, after being surrounded by sampans and junks, the crews of which scurried all over as much of the wreck as remains above water, has been gutted and burnt, indicate that since the withdrawal of the "foreign" ships no measures have been taken by the Chinese authorities, either naval or civil, to protect the enormously valuable property cast ashore on territory under their control. The possession of "sovereign rights" involves the exercise of the duties of sovereignty, and the performance of such duties as those demanded of every sovereign power under such and similar circumstances as that under discussion entails the possession of means to the end. China can obtain these means at any moment and from the best source of supply, and it behoves her to take that very practical step without further delay. What boots it to animadvert against "foreign" interference when on such occasions, which from their very human interest attract the widest attention, the only means available for asserting the elementary rights of mankind in distress is the "foreign" man-of-war?—"The National Review."

SHIP BURNED AND LOOTED.

The Shanghai agent of the Pacific Mail Co., Mr. H. C. Morton, received the following telegram from Captain Gaukroger. It is dated Wenchow, April 27, 10.20 a.m.:

"Everything above water gutted by fire. Probably done by fishermen. Ship listing 30 degrees to port. Submerged to No. 4 hatchway. Has been looted of everything. Salvage impossible. Ought to be abandoned. Awaiting instructions."

A THANKSGIVING DINNER.

The passengers of the wrecked P. M. liner Asia entertained Captain Wavell and the officers of the China Navigation Co.'s steamer Shaoshing, which brought them up to Shanghai from the scene of the disaster, at a dinner at the Astor House on Wednesday evening. All the passengers, practically of the Asia were present, and all the officers with the exception of Captain Gaukroger, who was down at Fingor Rock, standing by the wreck of his lost vessel, and the dining room was simply but appropriately decorated, the British and American flags entering largely into the scheme of embellishment.

Mr. H. Cooper, (Tientsin-Pukow Railway) who acted as toast-master, made a felicitous speech expressing the deep appreciation of all the Asia's passengers of the splendid work done in their behalf by Captain Wavell and his officers, and the sympathetic kindness so generously shown the shipwrecked people on board the Asia. Shaoshing. Mr. T. E. Hearn spoke to much the same purport and Mr. Hill (First Officer of the Asia) utilised the opportunity to give expression to an eloquent tribute of admiration of the high courage and calmness exhibited by all the ladies on board the Asia at the time of the wreck, and in all the scenes which followed that disaster. Their example had been an inspiration to them, aiding them materially in doing their duty fearlessly and trustfully, and he was confident that the memory of the women's noble conduct would be cherished by all his shipmates, as it assuredly would be by him, as long as they lived.

Mrs. F. Clarke, on behalf of the women passengers, thanked the officers and crew of the Asia most sincerely for all they had done, and speeches were also made by Mr. Brown of the Pacific Mail Co., and other speakers. Subsequently the room was

cleared for a dance and the fun was kept going merrily till well past midnight.

WRECKS AND THEIR LESSONS.

So long as there are ships at sea, so long will there be wrecks. The "Shanghai Mercury" says it is impossible, at least it seems to us impossible, for man to pit himself against the great forces of Nature and always emerge triumphant. It is quite true that he is gaining more and more control of winds and waves. The ratio of wrecks to vessels afloat has steadily declined, especially since the advent of steam, and the many improvements introduced into modern vessels. Watertight compartments have saved probably scores, possibly hundreds, of ships. The mere possession of power to keep off a lee shore has saved a great many more, while the latest improvement of all, the introduction of wireless telegraphy, though it does not perhaps tend very greatly to the saving of the vessels themselves, does tend to the saving of life, as has been proved already on several well-known occasions. There is, however, no certain means of saving vessels when once they have got into a fog. Fog-horns, ship's bells, and other more modern appliances are brought into play, but the risk of accident remains almost as great as ever, and to crew and passengers alike, entrance into a fog is the one thing most to be dreaded. Herein, then, is a point to which attention cannot be too frequently or too pointedly called. Invention and law are both needed. We do not propose to dwell on the subject; our local experience this week has been all too vivid a lesson. But one point in the letter which has appeared in our columns respecting the Asia demands the strongest emphasis that any journal can give. The graphic description of the difficulties of the passengers of that ill-fated vessel with their life belts ought to secure for the future an effective change of system. We know the Asia well when she was the Doric. We know her as a well-found, well-oliced, and generally well-conducted vessel. Capt. Gaukroger was then her first officer. He, of course, was not responsible for the making of the life-belts which so held the life-belts that had the vessel gone down with the promptness that the Meelo went down the greater portion of her passengers must have gone down with her. Here is a matter calling for instant attention from the authorities, who we presume will hold an enquiry. No vessel should be passed as fit for passenger service unless all the appliances which modern science has so far discovered are provided, and provided in such a manner that they shall be always ready for instant service. We hope that this is the last time that we shall hear of passengers needing five or more minutes to get a life-belt from its rack.

COMMERCIAL.

SHANGHAI TRADE.

Messrs. Nool, Murray & Co.'s report on the Shanghai Piece Goods Trade says:—It has not been necessary for some considerable time past to find any fault with the manner in which the I. M. Customs daily returns are published, but when for two weeks in succession absolutely no import cargoes are declared, it is about time some complaint was made. The usual average time for the declaration of import cargoes is twenty-five days after entry, but there are now over nine important carriers that have been here an average of twenty-nine days whose cargoes are not yet published; the longest thirty-five days; besides which there are ten or a dozen more that have been here for a shorter time. This makes it very difficult for importers to form any idea of the position as regards stocks. The run is still chiefly on English cloths but American makes have received a little more attention from the Northern markets, which are improving. Some slight efforts have been made here to clear up the unpaid native Bank order question and we understand a small dividend has been paid. The money market is just as stringent as ever.

Public Company.
THE CHINESE ENGINEERING & MINING CO., LD.

NOTICE.

AN INTERIM DIVIDEND of ONE SHILLING per Share, free of tax, on account of year ending 28th February, 1911, has been declared by the Directors of the above Company.

Coupon No. 16 is payable on the 1st May, at the Chartered Bank of India, Australia & China and the Russo-Asiatic Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent.

Hongkong, 1st May, 1911. [1098]

To Let.

TO LET.—GROUND FLOOR OFFICES near Clock Tower; excellent situation.—Rental \$150 per month payable in advance.—Apply REK, P. O. Box 418. Hongkong, 29th April, 1911. [1096]

TO LET.

GODOWN No. 54, DUNDRELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED. Hongkong, 1st April, 1911. [61]

TO LET.

"CREGGAN," 89, The Peak. No. 10, MACDONNELL ROAD. OFFICES in Kuo's BUILDINGS 4th Floor. AN OFFICE on 1st Floor, 16, Des Voeux Road Central. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED. Hongkong, 8th April, 1911. [159]

TO LET.

SECOND FLOOR of No. 8A, DES VOEUX ROAD CENTRAL, newly completed with Lift and Lavatories. Apply to—DAVID SASSOON & Co. Hongkong, 22nd April, 1911. [1073]

TO LET.

FIRST FLOOR of No. 4, Des Voeux Road, Central. Apply to—DAVID SASSOON & Co., LD. Hongkong, 26th April, 1911. [1076]

Intimations.

WANTED.

AT once, LADY STENOGRAPHER, with knowledge of Chinese and Portuguese.—Apply, Q. o/o "Telegraph." Hongkong, 22nd April, 1911. [1059]

E. C. WILKS, M.I.Mech.E., A.M.N.A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDINGS, 2ND FLOOR. Hongkong, 1st May, 1911. [1100]

A LING & CO. FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING. 10, Queen's Road. [863]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net. In Bags of 250 lbs. net. SHEWAN, TOMES & CO. General Managers. Hongkong, 16th Aug., 1910. [74]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 699. Hongkong, 1st May, 1911. [71]

Intimations.



SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,377 tons) as follows:—

NORTH BOUND.

1st Class Fare	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	Thurs. Sat.	Sun. Tues. Wed. Fri.
\$40	Shanghai (Steamer).....Lv.	Dairen (S.M.R. Train).....Lv.	6.00 a.m.	" " " "
Y11.95	Mukden (S.M.R. Train).....Lv.	1.50 p.m.	" " " "	" " " "
Y11.60	Changchun (S.M.R. Train).....Lv.	2.05 " "	" " " "	" " " "
R 9.60	Harbin (Russian Train).....Lv.	8.30 " "	" " " "	" " " "
	Shanghai (Steamer).....Lv.	9.30 a.m.	Mon. Thurs.	Sat. State Ex-press for Moscow.

SOUTH BOUND.

1st Class Fare	Harbin (Russian Train).....Lv.	Changchun (S.M.R. Train).....Lv.	Mukden (S.M.R. Train).....Lv.	Dairen (S.M.R. Train).....Lv.	Shanghai (Steamer).....Lv.	Mon. Thurs.	Sat. State Ex-press for Moscow.
R 9.60	Harbin (Russian Train).....Lv.	11.20 a.m.	Changchun (S.M.R. Train).....Lv.	8.25 p.m.	Mukden (S.M.R. Train).....Lv.	10.30 " "	" " " "
Y11.60	Mukden (S.M.R. Train).....Lv.	5.10 a.m.	Dairen (S.M.R. Train).....Lv.	6.25 " "	Shanghai (Steamer).....Lv.	1.30 p.m.	Tues. Thurs. Sat.
Y14.95	Dairen (S.M.R. Train).....Lv.	6.25 " "	Shanghai (Steamer).....Lv.	Noon	Harbin (Russian Train).....Lv.	1.30 p.m.	Wed. Fri. Sun. Tues.

* Russian Train Time is 21 minutes faster than S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra Fare.....Y8.00 Sleeping Car Supplement.....Y5.00 TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

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SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetsu." Codes: A.B.C. 5th. Ed. A. I. & Lieber's

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MINING DEPARTMENT, SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD. Hongkong, 29th April, 1911. [786]

THOS. COOK & SON.

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992] Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

GENUINE EGYPTIAN CIGARETTES,

M. MELACHRINO CO., CAIRO.

Fresh Lot arrived from Amsterdam: Havana Cigars, Cigars Non Plus Ultra, Casino, Progresso, Margarita, and Mocha Cigars.

From Italian Monopol: Cigars Regalia London, Virginia Ali Paglia.

A. P. JEANNOU & Co., Importers, 15, Queen's Road Central, Obtainable from:—THE PARIS TOILET Co., Ltd.,

M. STERNBERG, 68, Queen's Road Central, and JOSEPH MONGER, Shamoen, Canton.

1022]

"The Beer That's Brewed to Suit The Climate"

"Just Try It"

Oriental Brewery Limited, Hongkong

Intimations.



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CO., LD.**

ESTABLISHED A.D. 1841.

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VERY OLD LIQUEUR
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A Blend of the Finest Pure
Malt Whiskies distilled in
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AND
FINE MELLOW
FLAVOUR.**

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BULL DOG
BRAND
GUINNESS
STOUT**
in PINTS and SPLITS.

**A. S. WATSON &
CO., LD.**

ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.
A. B. C., 5th edition
Western Union.

**THE
Hongkong Telegraph**

HONGKONG, WEDNESDAY, MAY 3, 1911.

USELESS BUT, UGLY.

The moloch rising of a few disaffected persons at Canton threatens to become a mountain. The "revolution" which practically failed in the beginning has now carried death and destruction to several West River towns. We must blame the Manchu bannermen troops for this. In overwhelming force, they have utterly failed to take the opportunity afforded them by the premature outbreak of the rising, and now they find themselves opposed by a well-armed force, with a war-chest of surprising dimensions, and are faced with what has every indication of being a demoralising little war. We do not for a moment believe that the revolution will attain its object—the overthrow of the Throne—but it would be madness to attempt to minimise its evil potentialities. The "insurrectionists" have already expended about half a million dollars. They are rich; let there be no mistake about that; rich with the monies

sent them by the supporters of the Qing who live in foreign lands. Chinese-American money, Chinese - Straits Settlements money, even Chinese-English money is behind the bands now ravaging the countryside around Canton. They are besides possessed of the most modern arms that have been steadily smuggled to them for months, for years past, and we can take no comfort from the fact that they do not practice the measured march of trained battalions, for they have once defeated the

Imperial troops in something very like a pitched battle—and that after they had been disastrously shelled by gun-boats. The ordered ranks may be lacking, but the courage, the indifference to death is most certainly there, and we must face the certainty of a protracted struggle over a scattered area.

It is not for us to suggest ways and means to the Canton authorities, but in view of the large commercial interests which bind the interior and Hongkong, we cannot be accused of rushing where angels would fear to tread if we respectfully hint that a battalion or two of the well-trained, well-armed and courageous northern troops, the Peiyang troops, be immediately asked for. They could be sent down to Canton in fast steamers. They are needed, for twenty thousand odd men under the Viceroy in Canton have not covered themselves with glory. They are loyal enough apparently, but they are certainly do not seem to be efficient. The revolution should never have reached the stage it has. Herein lies the gravest danger. The people would far prefer to live in peace than join any crusade no matter how necessary; but the flame of discontent has been sedulously fostered for months past and the ignorant and poverty-stricken peasant is oftentimes ready to respond to the call of loot. We know that the rebel bands have already been swelled by countryside recruits, apart altogether from the valuable help they are receiving from the brigands; and we therefore feel justified in suggesting that the Peiyang troops be employed. We have seen them in manoeuvres; we have seen them in camp, and we have seen them handling a serious riot. They are good men, and would blot out this ugly, useless little revolution in a few days.

HONGKONG DAY BY DAY.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—Dairy Farm Co., Ltd., \$100.

Two men entered 311, Queen's Road Central, on the second floor yesterday morning. The inmates gave the alarm and someone in the district blew a whistle. The party, the members of which were armed, made off.

At Nga Un Pau, between Ping Shan and Taiipo, about 7-30 yesterday morning, a man attacked a woman on the high road and stole \$47 in money from a basket she was carrying. The man escaped towards Chinese territory.

Miss Alice F. Kwok, a student of the St. Agnes' College, Italian Convent, and sister of Mr. P. K. Kwok, of Messrs. Singon & Co., is proceeding to London by the German Mail "Prinz Ludwig," leaving here to-day, to complete her studies in English.

The Yokohama Office of the C.P.R. is in receipt of a wireless telegram from the R.M.S. "Monteagle," which left here on the 18th ult., advising fine weather and all well. The steamer was 1,080 miles from Japan on Monday at 9.00 p.m., when the message was despatched.

WORK OF FOREIGN ADVISERS IN CHINA.

ARGUMENT AGAINST THEIR USE.

Mr. J. K. Oll' writes from Peking to the "New York Herald" as follows:—

In the negotiations over the pending American loan for currency reform the fact that there exists in China a deep seated opposition to the employment of foreign advisers manifested itself at every turn.

Why, it may be asked, should China be opposed to foreign assistance of this kind? The Chinese answer is that, with perhaps a few isolated exceptions, foreigners in the service of China have proved themselves agents of their own government; their chief aim has been the promotion of the interests of their fellow nationals, not of the Chinese people, and every foreigner so engaged has become an agent for foreign aggression.

It may surprise persons unfamiliar with China to be told that invariably the first illustration cited by Chinese, in this connection is Sir Robert Hart.

In the eyes of the outside world something like a glamour of romance has been built around the name of this distinguished man, who for so many years has been the head of the Chinese Imperial Maritime Customs.

In the Chinese criticism of Sir R. Hart there is no suggestion of lack of fidelity. So far as I have been able to discover, no Chinese questions the honesty and integrity of Sir Robert or the administration of which he is still the titular head.

Those who voice the broader criticism are the progressive men of China, the men most keenly alive to the necessity of a regeneration of the government and the proper development of the country and who, therefore, are advocates of the employment of foreign experts as necessary instruments. These men hold in their hearts a bitter resentment toward Sir Robert Hart as the man more responsible than any other for building up among the Chinese a sentiment antagonistic to foreign employment, and, in consequence, retarding China's development.

They assert that since 1863 Sir Robert, with his own and other governments at his back, has kept the customs a wholly foreign institution. In all that long period of time not a single Chinese has been permitted to hold a position of responsibility in it, and yet it is a branch of the Chinese government.

It is not that the Chinese begrudge the money or that they look at the question from a mere office holding viewpoint. They contend that Sir Robert Hart's administration has caused the Chinese people to believe that the employment of foreigners in any of the institutions of the Chinese government means foreign control of those institutions.

If he had built up the customs administration as a truly Chinese and not a distinctly foreign institution, he would, the Chinese assert, have performed a vast service to this country and every progressive would to-day be singing his praise. As it is, they feel very bitterly toward him.

The Chinese do not build their case on one experience alone. When, for instance, in talking with a high official of the Foreign Office I repeated to him the general criticism of responsible officials for not availing themselves more freely of the services of Sir Walter Hillier, who for two years held the position of adviser to that department, his reply was:—"How could we? Whenever a case came up involving the British government," he talked of "we" and "our Government," meaning always the British government, not the government of China, which he was employed to serve.

The changing sentiment due to growing reliance upon American unselfish friendliness furnishes a ray of hope, for if China is to make the progress she should make, it must be by availing herself of foreign expert knowledge during the next few years.

THE NEW JAPANESE TREATY.

The Senate has ratified by a unanimous vote the new treaty which has been negotiated between the United States and Japan by President Taft and Secretary Knox. The reason for negotiating a new treaty lies in the fact that one clause of the present treaty, although entirely satisfactory when originally drawn, has come to be a source of irritation to the Japanese people and Government. This clause is as follows:

It is, however, understood that the stipulations contained in this and the preceding article do not in any way affect the laws, ordinances, and regulations with regard to trade, the immigration of labourers, police, and public security which are in force or which may hereafter be enacted in either of the two countries.

The italics are ours, and indicate the phraseology which is objectionable to the Japanese. These phrases expressly affirm the right of the United States to exclude Japanese labourers from this country. The Japanese complain that no such provision is made in treaties with European Powers, and they object to being differentiated in this way from the other civilized nations of the world. The new treaty omits the immigration provision. President Taft believes that "a gentleman's agreement," which now exists in the form of an exchange of notes between the two Governments, sufficiently protects us in the exercise of our right to regulate Japanese immigration, and he therefore urged the ratification of the new treaty. It seems to "The Outlook" a grave question whether it is wise for either Government concerned to ignore the immigration question. It is a fact, and a fact of great importance, that the American people have decided not to permit the unrestricted admission into the United States of immigrants from Japan or China. It is also a fact that the Japanese do not permit American citizens to become landholders in Japan, which is a most efficient way of restricting immigration. For reasons which we have recently stated at length in "The Outlook," the practical position of both Japan and the United States on this question is based not only on a fundamental racial instinct, but on correct philosophical and moral grounds. Both Japan and the United States might wisely recognize in their treaty obligations what they actually practice in their international relations. But if the treaty in its new form conveys to Japanese people, as their enthusiastic approval of it seems to indicate, a special mark of admiration and respect for their striking political, social, and intellectual development in recent years, it will have accomplished a desirable end. Their status as a great nation is cordially recognized by the American Government and the American people. It is because of our earnest desire to see this mutual esteem and regard between Japan and the United States preserved that we wish to see each of the two Governments frankly recognize the vital interests of the other.—"The Outlook."

PHOTOGRAPHING THOUGHT.

Dr. Max Baif, the eminent psychologist of Clark college, who came into the limelight about a year ago when he charged women with savagery, now stops smilingly forward again. He is exploiting a discovery, credited to Japanese scientists, whereby human thoughts may be photographed. He urges that the leads furnished us by the Orientals should be followed up here. He suggests the exposure of a film in a vacuum tank. The subject whose thoughts are to be photographically recorded will stand near the tank, and if his head is placed against it, so as to make the contact direct, so much the better. Development of a film roll, thus charged with thought exposure, might show some surprising results, it is true, but just what these results may be no man knoweth!

LARGE MARKET FOR CHINESE HAIR.

The thousands of women who wear hair that is not their own in compliance with the mandates of a few individuals who assume authority to decide what is fashionable and what is not, may find comfort in the assurance from China that the hair of dead Chinese is not put in the market. Accompanying this statement is one that the hair used in the making of the unattractive displays seen at theatres and churches is from the combings saved by the attendants of Chinese women and that the pig-tails recently ordered off have not yet been shipped abroad in lots large enough to affect the hair market.

Perhaps the queues are being held back by the hair traders for the purpose of keeping prices up, and that there may be manipulation of the hair market is suggested by the value of exports from Hongkong alone—\$700,000 in gold during 1910—while the total value of exports was \$1,500,000 last year.

HOW PANAMA CANAL WILL AFFECT AUSTRALIA.

At the present time food products exported from San Francisco must travel over 13,300 miles of water to reach the European markets. With the completion of the Panama canal the distance will be shortened to 7,600 miles, as against more than 12,000 miles from Australia. The shortening of the sea route through Panama from England to the East also threatens the Australian coal trade, and opens up a further field for competition. New Zealand likewise stands to benefit, as the short cut through Panama will enable her to get food exports quicker than Australia to Europe. The Panama canal will not shorten the trip from London to Australia. The distance via Suez is 11,200 miles, and via the Cape of Good Hope 12,340 miles. By way of the Panama canal it would be 12,520 miles. The journey from New York to Sydney, however, will be lessened, a ten-knot steamer saving from eight to twelve days.

COTTON IN CHINA.

The exports of raw cotton from Tientsin for 1910 show a remarkable increase over the exports of previous years. In 1909 the shipments amounted to 25,128 piculs, or 3,350,400 pounds (the picul being 133 and one-third pounds); in 1910 the total was 145,164 piculs, or 19,353,867 pounds. Japan, the United States and the United Kingdom took the bulk of this cotton.

The great increase in the cultivation of cotton in this consular district is because of the rigid prohibition of the cultivation of poppy by the Governments of the Provinces of Chihli and Shansi. A large portion of the area formerly devoted to opium raising was last year planted in cotton. This increased production has coincided with a brisk demand for Chinese cotton (which is short-stapled, but for which cotton manufacturers find many uses), at a fair price, and thus the Chinese farmers are enabled to recoup some of the loss from the prohibition of growing the profitable poppy crop.

It is this large increase in the growing of cotton in this consular district which led to inquiries at this consulate for hand machinery for ginning and spinning—which requests were recently announced through Foreign Trade Opportunities.—"News."

THE PIENMA CASE.

It is reported that the Viceroy of Yunnan has sent another urgent telegram to the Government reporting that the British soldiers are making all sorts of preparations within a few hundred li of Pienma. At this time when the people ought to be ploughing the fields they are frightened away from their work and flee to the interior for safety. And there is no preventing them. Moreover, feeling runs very high among the people and they are on the point of revolting. He has been repeatedly issuing proclamations persuading them to keep quiet and has been doing his best to keep them in order. But there are several alarming reports coming in every day and the situation is very critical. If the people should break out in open rebellion the consequences would be too bad to contemplate. The most necessary thing now is to ask the British troops to withdraw at once and he is awaiting the Board's reply as to what it intends to do in the matter.

THE "FOUR-NATIONS" LOAN.

The loan agreement for £10,000,000 between the Board of Finance and the four countries interested was signed at Peking on the 15th ult. by H. H. Duke Tsai Tso on behalf of the Chinese Government, and the representatives of the four groups of capitalists. The amount borrowed is £10,000,000 bearing interest at the rate of five per cent. per annum. The loan is to be issued at 95 and the term is 45 years. It may, however, be redeemable after 15 years at two and a half per cent. premium. The bonds are to be first offered to the Chinese investors before they are put on the European and American markets. Certain revenues, mostly in Manchuria, have been set aside as security. It is not exactly known how the proceeds of the loan will be applied but it is believed that it will be used for the reorganization of China's monetary system.

The "Peking Jih Pao" has the following regarding the loan:

Negotiations for the quadruple loan of £5,000,000 for carrying out currency reforms proposed by Duke Tsai Tso and President Sheng Hsuan-huai were completed and a contract was signed on the 15th instant at the Currency Reform Bureau. The loan is to be issued at 95 instead of at 94 as first proposed.

Another source reports the following:

It is reported that the amount of what is called the "Four Nations" Loan, which China proposes to raise from Great Britain, America, France, and Germany, has been reduced from 100 to 60 million dollars gold at the instance of China, owing to the interest and reduction amounts being too great. The agreement expressly provides that twenty millions should be devoted to developing industries in Manchuria, and thirty millions to reform the currency, and that the loan is to be secured by the industries and other properties of Manchuria. When the reduction of the amount was proposed the representatives of the four countries concerned claimed that an additional clause be inserted in the agreement providing that within six months after the date thereof the Chinese Government should submit to them the programme of currency reform and the development of industries in Manchuria, and the 50 millions will only be handed over to China if they approve of the said programme. Ten millions will, however, be given to China on the execution of the agreement, but it is to be returned if the loan falls through owing to their non-approval of the afore-said programme. The Chinese Government is also bound to repay the loan in the event of any change in Manchuria. The Board of Finance and the Board of Posts and Communications at first objected to the new proposal but it is said the matter has been satisfactorily settled. The only obstacle to the completion of the loan now is the question of foreign financial advisers.

POLICE COURT.

THEFT FROM THE "PRINZ LUDWIG."

This morning a coolie was engaged by an officer of the German Mail, "Prinz Ludwig," to carry a parcel on board. He arrived on board and was paid off. The coolie thought to himself that having carried the parcel on board he must take a parcel off. Accordingly he took up a length of hose, with brass fittings, valued at \$10. An officer on board, seeing him, detained him, and his arrest was effected by L. S. Wills. He was charged this morning before Mr. E. R. Hallifax, and sentenced to three months' hard labour and six hours' stocks.

A Chinese was charged with harbouring a married woman. The woman left her husband in the country, and came down to Samahun. She was recognized by a countryman, and the man's arrest quickly followed. Mr. Otto Kong Siag prosecuted. Accused was remanded.

A Chinese was sentenced to six months' imprisonment and four hours' stocks for returning from banishment. He was banished on the 21st April, 1911.

Lon Fook Hon was charged with creating a disturbance in a brothel at Shek Tong Tsui. He was ordered to pay \$2 compensation and was fined \$3, or in default eight days' imprisonment, and was further bound over to keep the peace for three months.

CRAIGENGOWER CRICKET CLUB.

PRESENTATION TO MR. P. CURRIE.

Mr. P. Currie was presented with a handsome silver card stand yesterday afternoon at the Craigen-gower Cricket Club as a token of the esteem of the members on his departure for Brisbane. Mr. Currie left by the a.s. Changsha this afternoon.

He has been in Hongkong for the last three years as a schoolmaster at the Ellis Kadoorie School, and during this time was a member of the Craigen-gower Cricket Club. He is an all round good man on the cricket field, and his services will be greatly missed.

LAUNCH OF THE "ORION."

The launch took place, this morning, at the yard of Messrs. W. S. Bailey & Co., Ltd., of Mr. J. B. Wood's new motor boat, the "Orion."

The vessel measures 60 feet over all, has a beam of 12 ft. 6 inches, and a draught of 4 ft. 6 inches. She is to now proceed to Vancouver where she will be fitted with Eastern Standard engines of four cylinders, developing 72 h.p. The craft is painted white with gold lining. Inside every available space has been utilized. The fittings of the saloon are Philippine mahogany, for the after cabin, Japanese oak, and the remainder, teak. The engine room is placed up forward in a separate steel-lined bulkhead, completely isolated from the rest of the ship.

The ceremony of christening the craft was gracefully performed by Mrs. Harvey, before a company of guests, among whom were Mrs. Edwards, Messrs. J. B. Wood, Humphreys, N. K. Davidson, Young, Bailey, J. Meresaki, Guy, J. Ross, Ramsay, Pritchard and Harvey.

After the vessel had successfully taken the water the company went on board, where in a short speech Mr. Wood expressed satisfaction with the craft and lauded Mrs. Harvey a suitably engraved silver card case, as a memento of the occasion. He also proposed the toast of the builders.

Mr. Bailey in reply pointed out that Mr. Wood had thought out his own plans for the vessel, and so well had he done so that they had to make no alterations. He wished them to drink to the owner, his wife and the vessel.

Mr. Wood suitably replied and thanked him for the memento of the launch, thus bringing a very pleasant function to a close.

CHINESE
TELEGRAMS.

CITY GATES OPEN.

["SHAT PO" SERVICE.]

Canton, May 2, 1.30 p.m.
The city gates were opened again this morning.
Canton and Fat Shan are quiet.

FIVE CRUISERS DISPATCHED TO CANTON.

["SHUNG PO" SERVICE.]

Canton, May 2, 11 p.m.
This afternoon His Excellency, Chang-Ming Chi, the Canton Viceroy, has received a telegram from the Army Board saying that five cruisers have been dispatched from the Southern squadron for Canton.

BRIGANDS SET FIRE TO BARRACKS AT FATSHAN.

DEFEATED BY TROOPS.

["SHUNG PO" SERVICE.]

Canton, May 2, 12 p.m.
The notorious brigand chief, Luk Lan Ching, led one thousand of his followers to Siu Po from Lok Chung market. At Siu Po they opened fire on the gunboats patrolling that place. They then proceeded to Fatshan and at "Spider Hill" set fire to the barracks of the troops. Yesterday they were defeated by the troops and retired to Lok Chung market.

GUARD BOATS ORDERED TO CANTON.

CRUISERS "HAI CHI" AND "HAI YUNG" TO PROCEED SOUTH.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, May 2.
As soon as the Admiralty at Peking heard of the rising in Canton, wire was received by H.E. the Viceroy that the cruisers "Hai Chi" and "Hai Yung" had received orders to leave for the South to maintain order. Before the tumult was subdued, H.E. the Canton Viceroy telegraphed to General Lung Chai Kwong at Kwong Si ordering the despatch of the guard boats (stationed in the waters of Nan Ning to Canton) and assistance in the suppression of insurrection.

TELEPHONE LINES CUT AND POLES BURNT.

REPAIR EXECUTED UNDER FIRE.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, May 2.
The telephonic lines and poles in the city, and in front of the Viceroy's yamen have been badly damaged by the insurgents. Many lines were cut, and the poles burnt or pulled down. Evidently, these have been done with a view to suspending communication. Yesterday H.E. Admiral Li Chun sent out thirty soldiers from the garrison to go round with the workmen of the Telephone Department, to carry out the necessary repairs to the lines, and erect new poles. When the workmen climbed up the poles to mend the lines, shots from an unknown distance passed over their heads. The predicament was too much for the workmen who descended as quickly as they could. The occurrence was at once reported to the Admiral, who sent out more soldiers from the garrison to give the workmen protection. This time they were not interrupted in the work of effecting repairs to the lines.

CHINESE
TELEGRAMS.

PROJECTED NAVAL BASE AT CHU SHAN.

["SHUNG PO" SERVICE.]

Peking, May 2.
Prince Tai Tao, First Lord of the Admiralty, has decided to go to Chu Shan, in Chokiang, next month with a view to making it a naval base.

RUSSIA GRANTED INDEPENDENCE OF TRADE IN CHILI AND TIENSIN.

["SHUNG PO" SERVICE.]

Peking, May 2.
It is reported that the Board of Foreign Affairs has granted Russia independence of trade in the neighbourhood of Chili and Tientsin.

UGLY RUMOURS IN PEKING.

["SHAT PO" SERVICE.]

It is rumoured that a rising in the capital is contemplated. All the imperial princes, dukes and high officials have increased their bodyguards and armed their household guards.

NATIVE JOURNALISTS: ARRESTED AS ANARCHISTS.

["SHUNG PO" SERVICE.]

Peking, May 2.
It is reported that a number of native journalists have been arrested in Peking in connection with the anarchist movement.

ARMS FOR THE EASTERN PROVINCES.

["SHAT PO" SERVICE.]

Peking, May 2.
The newly appointed Viceroy of the Three Eastern Provinces has requested the Army Board to supply a quantity of arms for the reorganization of the recruits in the Eastern Provinces.

TROUBLE IN HUNAN.

["SHAT PO" SERVICE.]

Peking, May 2.
A rising is reported in Hunan. Every precaution has been taken by the military and civil officials to prepare for any emergency.

CHINESE MINISTERS ABROAD.

["SHUNG PO" SERVICE.]

Peking, May 2.
The Peking Government has decided to allow the Chinese Minister to Japan to return to Tokyo, and to appoint Chu Yu Lam, the former Under Secretary of the Board of Foreign Affairs, as Chinese Minister to St. Petersburg.

PEKING ALARMED.

["SHUNG PO" SERVICE.]

Peking, May 2.
Ever since the outbreak in Canton, the Grand Councillors are greatly alarmed, and all the palaces are strongly guarded. The Grand Councillors have requested the Throne to cancel the coming theatrical entertainments in the palace, and also to postpone the date for taking up royal residence in the Summer Palace.

The Grand Councillors have also instructed all the maritime and riverine provinces to take every precaution against an outbreak. The Prince Regent is very anxious about the present situation, and has had several private conferences with Princes Tai Tsun and Tao, and the President of the Army Board, to consider the best measures for suppressing all risings.

A BILLIARD GENIUS.

AN IMPRESSIONIST SKETCH OF GEORGE GRAY.

[By S. A. Mussabini.]

It is now several years since the news came to England that an Australian youth—a mere boy—had created a new record for a sequence of losing hazards. Viewed in the light of Gray's later exploits, it was a puny effort, but at that time it so far exceeded the previous best as to be received with considerable suspicion until all doubt as to the authenticity of the news had been removed.

Later we had news of other record breaks, and when at length it was announced that the young player would shortly be seen in England, billiard enthusiasts were mildly interested only. Gray came, saw, and without doubt he conquered. From the time when he registered his first thousand break in London seldom a week has passed in which he has not added to his long list of four-figure innings, which now number seventeen; and he is but a slip of a lad with a pleasing face and merry eyes, not yet nineteen years of age, and looking even younger.

Nature has been kind to George Gray, for she has endowed him not only with a personality sufficiently striking to attract attention in a crowd, but has added to it that wonderful inner thing which at once enlists the sympathy of his audience and makes them as keenly interested in what he is doing as if they were doing it themselves.

AS NATURAL AS A CHILDLING.

This is particularly noticeable when Gray is playing badly or is the victim of ill-luck. There are no expressions of disgust, fail he never so badly; everybody is sympathetic, and when, after struggling through the early difficulties, he disposes the white comfortably under a cushion or in a pocket, and commences to manipulate the red ball, every one sits back in their seat with a sigh of satisfaction. His sang-froid is wonderful—and not for a single moment is he a poseur. He is just as natural as a child.

If he makes a thousand break and the packed house shouts in a frenzy of applause, he steps back and quietly bows his acknowledgments, and in it there is neither arrogance nor nonchalance—just a sincere "Thank you."

When he is unsuccessful he takes what comes his way in excellent spirit. He himself has set so high a standard of success that his failure, even though it be only comparative, is to many people incomprehensible. No one realises more keenly than George Gray the disappointment of the crowd when he repeatedly fails, and excuses might easily be found for one so young if, in such circumstances, he showed some petty signs of annoyance.

A close observer may sometimes note a slight raising of the eyebrows—expressive more of wonder than anything else—but of annoyance there is none. Occasionally when he has failed to negotiate an easy middle pocket—as he sometimes does—he will crane over the table a little and for a moment gaze at the offending spot as if to make certain that what should be a pocket has not been suddenly closed up in magic fashion.

Whilst he is occupied with a big break he has eyes and ears for one thing only. Brilliant strokes may come and go and be signalled with delighted applause. George gives but the merest little nod of acknowledgment, and bends down to his work. To him there is no crowd—no anything—except a stretch of green cloth and a little red demon which requires all his attention lest he gain the mastery.

A BIG STRAIN.

Gray has now been playing day after day without rest for more than three months, four hours per diem in public and almost as much in private, for if he is to maintain his wonderful form he must practice, practice, practice. That he has improved there is no doubt. Since he played in London last he has become quicker in execution and has improved his style. His father puts the measure of his improvement since leaving Australia at 400 in a thousand. For all his success, one cannot, however, help feeling sorry for him. Like other lads, he would

enjoy a good time, but for him there is little chance of amusement—he is the servant of the public, and the public is an exacting master.

He may not even eat what he likes, and his diet is carefully selected for him. He may not walk either too much or too little, and his delicate hands must be subjected to no strain—otherwise the little red demon on the green cloth will gain the upper hand, and the reign of George Gray will be over.

CHINESE PARTNERSHIP.

SINGAPORE'S VIEW.

How frequently the Hongkong Legislative Council has sought to introduce a new Ordinance on the subject of Chinese partnerships, the records of the Council show, says the "Singapore Free Press." Perhaps the real reason of the failure to arrive at any practical solution of the problem has been that the effort was in the main to impose Western practice too rigidly upon Oriental business methods. It is quite true that Chinese practice in partnerships too often lent itself in an ingenious machinery for the evasion of mercantile responsibilities. And perhaps the various projects for reform were disheartened by the conviction that Chinese firms were in the main agencies for fraudulent mercantile practices.

At Hongkong there is a renewed effort to create legislation for the registration of Chinese partnerships. With a regard to common sense there is no attempt to enforce any cast-iron practice derived from Western legislation. The foundation of the new Hongkong effort at legislation is the complete recognition of Chinese business practice in regard to partnerships, and the embodiment of all that in a system of voluntary registration. Those who do not care to come under the law of partnership registration will have to remain under the more drastic unlimited liability of the present partnership law. It will be seen that the Chief Justice of Hongkong, in dealing with a case not very long ago, indicated to the Government what he styled "the extreme danger of reproducing English legislation bodily into the Colonial Statute book without at least considering the question how it may affect the customs of the large body of Chinese who are legislated for."

The Partnership Registration Ordinance is really a careful embodiment of that Chinese practice. The important thing is that the principles that find place in this Ordinance must be assumed to be those prevailing in all the Chinese Coast Ports, and in the Straits, Rangoon, and Calcutta. The act of registration under the ordinance is voluntary, and the effect of that is that Chinese firms are enabled to differentiate their own status voluntarily, either by registering or refraining from registration.

The disability that non-registering firms will suffer will be the presumption that these are attempting to carry on mercantile operations under pretexts implying trade irregularities. In litigation and in commercial transactions non-registration would therefore imply a business practice that might be open to question. There is every precaution taken to ensure that registration of partners, which is quite voluntary, is genuine. There are specific questions to be replied to as an essential preliminary to personal registration, and if in these answers any false statement be made, that will constitute a misdemeanour. The more fact that registration is voluntary leaves the option open to the mercantile Chinese community. But refraining from registration must lay the firm open to presumptions of irregularity that will not redound to its trading reputation. We should greatly like to have the views of leading Chinese trading firms here, because if the new legislation should prove acceptable and workable in Hongkong, that will be a very strong reason why its introduction should be favourably considered in this Colony, and in the Federated Malay States.

TREASURE UNCOVERED.

London, March 25.—Treasure trove to the value of \$1,250,000 (gold) is reported from Jersey, where it was uncovered by Atholstan Riley, while he was pulling down the ruins of an old manor-house, built in the thirteenth century, with the object of using the stone to enlarge his present manor.

The discovery includes ancient urns filled with "spade" guineas, coined during the reign of King George III, and bearing the British arms on a spade-shaped shield. One urn bears the monogram of Emperor Vespasian, the Roman, who flourished in the first century.

Atholstan Riley, who has a large manor in Jersey, is well known as a traveller and a magazine writer. He has travelled extensively in the Far East, and has written many articles on education, the Eastern Christians and on foreign travel. He was born in 1858, was educated at Eton and Oxford and is a Seigneur of Trinity.]

RICE GROWING EXPERIMENTS IN AMERICA.

Stockton, April 2.—This year experiments in rice culture are to be conducted on a much more elaborate scale than they were last season. Different kinds of soil will be tried in the effort to determine which will produce the best crops, with a view of introducing the industry in California. C. E. Chambliss, the expert whom the United States Agricultural Department has sent west to look after the rice experiments, will be in Stockton next week, and will bring with him the seed the government officials wish to test here. Two sections have been selected for this work. Both are on the property of Richard R. Smith, but the soil is quite different. One plot will be on the Smith farm on the lower Sacramento road and will be irrigated from a windmill to try that soil. The other will be on the lowlands of a ranch owned by Smith, where it will be easily irrigated in case more water is needed in any season. Smith has taken a great interest in rice culture and hopes to prove that it can be raised with profit in this section of the State.

AN ENGINEER'S ACTION.

Kuala Lumpur, April 25.—At Malacca, the acting Chief Justice, Sir A. Law, is hearing an action brought by A. H. S. McGee against the Malacca Rubber Plantations, Ltd. The plaintiff claims \$50,000, balance of salary, allowances, etc. The company is alleged to have dismissed him some months ago. He was consulting engineer for the company, having been engaged about eighteen months ago on a five years' agreement.

EUROPEAN CONSTABLE FINED.

The case in which European Police Constable Harold Jones, No. 15, was charged with disobedience, conduct to the prejudice of good order and discipline, and insubordination to the Chief Police Officer, was concluded on the 25th before Mr. Maundrell, acting third magistrate, Singapore.

His Worship, before convicting the defendant amended the second charge to read "conduct to the prejudice of good order and discipline by stating to Inspector Connor that he (defendant) would not salute anyone below the rank of Superintendent."

Defendant said he did not use those words.

His Worship imposed a fine of \$20 or two weeks' imprisonment on the first charge, \$10 or one week on the second charge, and \$20 or two weeks on the third.

Defendant asked for a few days in which to pay the fines, but his Worship refused his request.

Colombo will probably be demanding the constitution of an Improvement Trust similar to that of Calcutta and Bombay, if we are to believe Dr. P. Dalgado, who delivered a lecture there a few days since on consumption. In the course of which he said "there were houses in Colombo into which the sun never entered. Where the sun enters not, the doctor does."

COMMERCIAL.

SINGAPORE SHARES.

Messrs. Fraser and Co.'s weekly share circular, dated April 26, states:—

There has been more activity in the market during the past week, though prices in rubbers have been somewhat easier. At the close, however, there has been a sharp recovery in sterling shares, followed by a considerable demand for dividend-paying local stocks. Mining shares are quiet with a steady enquiry for Tronohs, and in the industrial section the chief feature has been the activity of Straits Trading Company's.

Rubber.—Bukit Rajahs have changed hands at £14.10, Seafields £5-14-4 1-2, Telukra 55s. 0d., Jugra Lands 45s. 3d., Sapong 30s. 0d., Linggis 40s. 0d. to 40s. 3d., Vallambross 34s. 0d. to 32s. 3d., Duffs 11s. 4-1-2d., Tanjong Malims 3s. 0d. premium, Chersonese 3s. 0d., Bertams 6s. 0d. to 6s. 6d., Yam Songs 9s. 3d. to 8s. 7-1-2d., Kamunings 4s. 4d. premium, Hoanwoods 4s. 0d., Merlimaus 4s. 8d. and the Option shares 3s. 0d. to 2s. 9d. Allagars have been done at 4-2, Chotas 2-5, Jurus 14s. 3-1-2d., and Singapore United 5d. premium. Amongst the dollar stocks, Singapore and Johore have been sold at \$11 to \$10.75, New Singapore Rubbers \$5.40, Pajans \$10.75, New Serondahs \$2.10, United Singapore \$1.35, Ayer Moleks \$1.72-1-2, and Gloncalys \$1.70. A few Pegohs have been done at \$20 and there has been considerable investment in Sandycrofts at \$23 and Chongkat Serdangs at \$6.50 to \$6.75 cum dividend.

Mining.—Kannabois have been placed at \$1.05, Malacca Tin Dredgings 75 cents, and Sipians 25 cents. Tronohs are wanted at \$20.50 with few shares offering.

General.—Forced sales have brought the price of Straits Trading to \$48 at which price a large business has been done. At the close however there is a scarcity of sellers. Fraser and Neaves are steady at \$38 and Shell Transports have been done at 90.

Today's Advertisements.

FOR SALE, GREY CHINA PONY, "JACK SHAGGOW," 13.1, guaranteed sound, quiet to ride. Apply W. S. O., c/o "Telegraph" Hongkong, 3rd May, 1911. [1106]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship "BÜLOW."

Captain H. Fornes, will leave for the above places TO-MORROW, the 4th instant, at 6 A.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELOHRS & CO., General Agents. Hongkong, 3rd May, 1911. [7]

Intimations

BUTTER.

OUR

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

POPULAR

"ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.
Hongkong, 7th April, 1911. [34]

Today's Advertisements

MARRIAGE.

GILL-KENNETT.—On the 2nd May, 1911, at St. John's Cathedral, by the Rev. F. Johnston, M.A., Frederick Joseph Gill to Beatie Maul, youngest daughter of the late Henry Kennett. [1105]

FROM EUROPE.

THE "HANSA" Steamship

"FRIEDRICH," Captain Didrichsen, having arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 8th inst., at 8 p.m.

No Fire Insurances will be effected by us in any case whatever.

This steamer brings on cargo:

Ex s.s. "Franz" from Stettin.

Ex s.s. "Germania" from Gotaborg.

Ex s.s. "Mazagan" from Setabal.

Ex s.s. "Hamburg" from Gotaborg.

HAMBURG-AMERIKA LINE, HONGKONG OFFICE.

Hongkong, 3rd May, 1911. [956]

DRAUGHT

ALE & STOUT,

in Jars of from 1 to 5 gallons and

syphons of from 1 to 6 gallons

H. PRICE & CO., LTD.,

12, Queen's Road Central,

HONGKONG.

Hongkong, 29th April, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER SAVING 6 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong To Quebec:
"EMPERESS OF JAPAN", Sat., May 20. "EMPERESS OF BRITAIN", Fri., June 16.
"EMPERESS OF CHINA", Sat., June 10. "ALLAN LINE", Fri., July 7.
"EMPERESS OF INDIA", Sat., July 1. "EMPERESS OF AUSTRIA", Fri., July 28.
"EMPERESS OF JAPAN", Sat., July 22. "ALLAN LINE", Fri., Aug. 18.
"EMPERESS OF CHINA", Sat., Aug. 12. "EMPERESS OF BRITAIN", Fri., Sept. 8.

"Emperess" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Emperess" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Emperess of Britain" and "Emperess of Austria" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...£43 Via New York...£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. ORADDOCK, General Traffic Agent,

Corner Raddor Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For SHANGHAI.....LOKSANG*.....Thursday, 4th May, Noon.

SHANGHAI, KOBE, & MOJI.....KUTSANG*.....Friday, 5th May, Noon.

MANILA.....LOONGSANG*.....Friday, 5th May, 2 p.m.

SINGAPORE, PENANG & CALOUTTA.....NAMSANG*.....Monday, 8th May, Noon.

TIENSIN.....CHONGSHING*.....Tuesday, 9th May, Noon.

MANILA.....YUENSANG*.....Saturday, 13th May, 2 p.m.

SANDAKAN.....MAUSANG*.....Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Chongshing" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kndat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.

Hongkong, 3rd May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"SUVERIO".....	6,292	F. S. Cowley	6th May
"KUMERIO".....	6,292	G. B. McGILL	30th May
"LUOMERIO".....	6,400	J. Mathie	30th June

• Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America.

Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 1st May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for HOIHOW—HAIPHONG—PAKHOI—TAMSUI.

For HAIPHONG & TAMSUI "Johanne".....2,250.....May 3rd, a.m.

The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.

Telephone 805, Hongkong, 2nd May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID....	AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 10th May, at Daylight. WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C. & SEATTLE...	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
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VICTORIA, B.C. & SEATTLE via KENLU, SIANG-HAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.
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SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7,000	WEDNESDAY, 10th May.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at 1 p.m.
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KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	THURSDAY, 11th May, at 11 a.m.
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BOMBAY, &c. ...	COLOMBO MARU, Capt. Salter, Tons 5,000	TUESDAY, 16th May.
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§ Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For SHANGHAI....."LINAN".....4th May, 4 p.m.

HAIPHONG....."SINGAN".....6th .. Noon.

TIENSIN....."KUEICHO".....8th .. 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A. Duly qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

§ MANILA LINE.—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kallong" is situated on deck, aft.

§ SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Lian, Chinkua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 86, Hongkong, 2nd May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD. HOMEWARD.

For Shanghai, Kobe & Yokohama: S.S. Freudenfels..... 6th May

Scandia..... 18th May

Slavonia..... 4th June

Fejervik..... 16th June

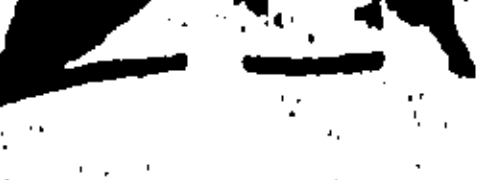
Spezia..... 1st July

Silesia..... 28th July

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	WEDNESDAY, 10th May, 4 p.m.
ZAFIRO.....	4000	M. C. Smith	MANILA, CEBU & ILOILO	

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st April, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
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For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 28th April, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
St. Albans.....	May 5.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
America Maru.....	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
Tenyo Maru.....	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru.....	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 5th May, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.) Only Regular Direct Service to Mexico, Peru and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
---------	------	---------	-----------------

Hongkong Maru..... 11,000 H. Hinokuma Saturday, June 17, 1 p.m.

Kiyo Maru..... 17,200 H. Nishit Tuesday, Aug. 15, 1 p.m.

Bayo Maru..... 10,500 K. Hashimoto Saturday, Oct. 11, 1 p.m.

The Steamers "HONGKONG MARU" will be despatched for HONGKONG via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, the 10th May, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

CHINA AN AWAKENING
CHINA.

INFLUENCE OF FOREIGN MISSIONS.

The Rev. A. M. Knapp of America says that it has cost more than \$1,000,000 to convert the Japanese who have embraced Christianity. Evidence is being brought to refute this statement. He says, speaking of China, that she is an awakening China to-day because of the advent of the missionaries. The achievements of the Christian churches through missions have compelled the admiration of the greatest statesmen and others least likely to approve them: out of mere sentiment and enthusiasm.

JAPANESE BANKING.

EXTENSION IN CHINA.

Consul-General George E. Anderson of Hongkong in a recent report to the United States Government says:—

Japanese commercial circles interested in further developing trade in China are discussing another Japanese bank for special service. Indications are that the proposed institution will be so modelled that it can serve other portions of the world as well. It is not to undertake business now within the sphere of the Yokohama Specie Bank, but affords additional facilities which the latter cannot offer under its charter, the business being largely in exchange.

Japanese abroad want a bank which can place loans on mortgages and aid them in extending business interests in such ways. The matter is of considerable importance not only to the Japanese concerned, but to foreigners competing with Japanese in China as well. The extension of such facilities to Japanese abroad by a concern operating under Japanese Government supervision would unquestionably expand many Japanese interests. Japanese in China already have probably as good banking facilities as any other people—better than the English—but Japanese business interests in China are very enterprising. They are aided by their Government in many ways, and if they can be aided further they are quite likely to ask for such assistance. The old banking interests have met the proposition for a new bank by doubling their capital and embarking in new banking lines. In any event Japanese are to be given additional facilities for doing business in China. "Journal of Commerce," New York.

ENTERTAINMENTS.

THE "Empire" Cinematograph Theatre,

Des Vaux Road Central.

THE HOUSE OF GOOD THINGS.

UP-TO-DATE SPLENDID FILMS.

A Big Hit of the Eminent Artists:

Mr. Falanto.....BARITONE

Miss Salvati.....SOPRANO

Miss Bascans.....Do.

HIGH-CLASS MUSIC

2 Performances: 7.15 & 9.15 p.m.

Matinee: Saturdays & Sundays, 4.30 p.m.

Coming, the well-known Troupe

CHING-LING-FOO.

Hongkong, 3rd May, 1911. [P52]

VICTORIA SKATING RINK

Next Door to the Empire.

This Rink will be open during the month of May, from 4 p.m.

3 SESSIONS DAILY: 5 to 7 p.m.

7.15 to 8.45 p.m.

9 to 11 p.m.

Hongkong, 3rd May, 1911. [P50]

FOR SALE

A COMPLETE LITHOGRAPHIC MACHINE with 4 Calling

Machines, Stoves, &c. Only 3 months in use.

For particulars, call at

VIC. ATTENZA

23, Canton Road.

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

ARBITRATION HOPES.

The idea of permanent peace between the two great English-speaking races has appealed to the best instincts of humanity both in Old England and in the New World. It has stirred the minds of men and is, we venture to assert, nearer actual realisation to-day than ever it has been before. That interest in the grand and inspiring movement is not dying out, but, on the contrary, is every day gaining fresh force, was proved by Reuters' brief telegraphic message of Saturday, which stated that at a great and representative gathering in the Guildhall, London, a resolution was passed favouring the conclusion of an Arbitration Treaty between the two countries, a resolution which could find such general favour that it could be moved by Mr. Asquith and seconded by his foremost political opponent, Mr. Balfour. Of Britain's view on the question, therefore, there can be no shadow of doubt, while the declarations of Mr. Taft and other of his countrymen make it equally clear that the trend of feeling in the United States is in precisely the same direction. Indeed, the "New York Herald," which can scarcely be described as a Pro-British journal, declares that it is evident that the prevailing sentiment favours what would practically be a pact for peace between England and the United States.

Daily Press.

FEDERATION OF THE
WORLD.

Such an agreement may be possible, but even so we do not see that there would be much prospect of it resulting in a lightning of the burden of armaments under which all nations are beginning to groan. The only reply to Germany's declaration on the part of the nations whose interests are menaced by her expanding armaments was to maintain the pace. There was in the speech of the Chancellor the suggestion that a treaty of arbitration of the nature proposed between Great Britain and the United States would be construed by Germany in the light of an offensive and defensive alliance. We can see no reason why it should be so construed, and it is noteworthy that in spite of this intimation the proposed treaty is being advocated by the leading statesmen of Great Britain, though there certainly is no important body of sentiment yet, on the American side at any rate, in favour of an offensive and defensive alliance. But we are surely drifting either towards the time when the nations of the world will be ranged in two groups for the final tug-of-war, or towards that Federation of the World poets dream of "when the common-sense of most shall hold a fretful realm in awe; and the kindly earth shall slumber lapt in universal law."

South China Morning Post.

THE SPIRIT OF REVOLT.

In the meantime, however, we must await the developments as they arise, though undoubtedly it is necessary to refrain from over-much denunciations of interference in the direction of Canton. The moment is not ripe for a settlement, and it is quite apparent that His Excellency the Viceroy is doing his best to cope with the situation. For the rest an account will have to be rendered for any damage that foreign interests may have suffered, but there is no necessity to do it at the moment. Our correspondent, in his narrative of events, has shown that His Excellency is taking every measure to safeguard international interests, and while he is doing this, such slight interruption to the ordinary course of trade and steamer communication should be accepted as unavoidable, and inevitable in the circumstances. Obviously, the rising is more important than it was at first considered, and if it had not been for the premature attack upon the Viceroy's yamen on Thursday last it is evident that the rebels' plans possess sufficient organisation to have carried them much further than they have already gone.

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

THE LATEST PICTURES. POPULAR ARTISTS.
The only place to pass an enjoyable evening.GRACE WILSON, Expert Dancer,
Opening MONDAY, 1st MAY, 1911.

See Hand Bills—Popular Prices.

Lessee and Manager: R. H. STEPHENSON

87]

CAPSTAN MIXTURE

MEDIUM

&
FULL

In 1 1/4 lb.

Air Tight

Tins

W. D. & H. O. WILLS.

TRADE



MARK

THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND."No. 10" SCOTCH WHISKY.
BOTTLED AT DUNDEE, SCOTLAND.Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

881]

CLARK & CO.

Scientific

Opticians,

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE
COLONY.

10, QUEEN'S ROAD CENTRAL. [1008]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

GRAVING DOCK

787 ft. by 88 ft. by 8 ft. 6 in.
Pumps empty Dock in
2 3/4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.100-Ton ELECTRIC CRANE on Quay—
ELECTRIC OVERHEAD CRANES throughout
the Works running up to 100 Tons.Estimated given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN

Intimations

CLOUET CHAMPAGNE.
EXTRA DRY.

24 pints at \$22.50.

FRENCH STORE,
6 Queen's Road.
Hongkong, 15th Mar., 1911. [47]MAN CHEONG,
10, WELLINGTON STREET CENTRAL
HONGKONG.SWATOW DRAWING WORK.
Gentlemen and Ladies'
TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth,
Canton Silk and Lace, &c., &c.
Hongkong, 23rd January, 1911. 835MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.
Hongkong, 1st May, 1911. [1099]

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS,
PROVISION & COAL

MERCHANTS.

Hongkong 23rd Mar., 1911. [990]

GRANITE &
MARBLEMonuments REPAIRS
& CLEANING
UNDERTAKEN.
WREATHS. [874]STEAM LAUNDRY CO. 6
YAUMATEI.

Established 1890.

THE only successful Steam Lau-
dry in the Far East. The only
Laundry in the Colony under
European Supervision.Filtered Water. Regular Delivery,
Flannels and underwear washed by
skilled Japanese.Monthly rates quoted. Dry cleaning
a speciality. Dept No. 4, Beaconsfield
Avenue, Tel. K82.R. WOOD,
Manager.

Hongkong, 1st Mar., 1911. [931]

'PHONE 482.

HONGKONG MOTOR
GARAGE.

TRY OUR

New 40 H. Power
RUBY COLOUR
CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$7. per hour

DRAGON CYCLE DEPOT.

63, Des Voeux Road, Central. [4]

Shipping-Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light, Excellent
Cuisine.FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN	LEAVING.
Haitan	Capt. J. S. Roach	FRIDAY, 5th May, at 11 a.m.
Haitan	Capt. W. C. Pasmore	TUESDAY, 9th May, at 11 a.m.
Haitan	Capt. A. E. Hodgins	FRIDAY, 12th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 days).
Haitan... Capt. J. W. Evans ... SUNDAY, 7th May, at 10 a.m.Steamers will arrive at, and depart from the Company's Wharf
near Blake Pier.
For Freight and Passage, apply to
Douglas, Lapraik & Co.,
General Managers.

857]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.
Expected on or about From Will leave on or about

Steamer	Expected on or about	From	Will leave on or about	To
Tillamung	1st half May	JAVA	1st half May	SHANGHAI
Tillamung	1st half May	JAPAN	1st half May	JAVA
Tibodas	1st half May	JAPAN	1st half May	JAVA
Timahi	1st half May	JAVA	2nd half May	JAVA
Tipannas	2nd half May	JAPAN	2nd half May	JAVA
Tikini	2nd half May	JAVA	2nd half May	JAPAN
Titaroom	1st half June	JAVA	1st half June	SHANGHAI

The steamers are all fitted throughout with Electric Light, and have
accommodation for a limited number of saloon passengers, and will take cargo
to all Ports in Netherlands-India on through B/L.For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Buildings. [974]FOR SINGAPORE, PENANG
AND CALOUTTA.(Taking cargo on Through Bills of
Lading to Rangoon, Madras,
and Mauritius.)

THE Steamship

"LIGHTNING."
Captain E. P. Smith, will be de-
parted for the above ports TO-MOR-
ROW, the 4th May, at 1 p.m.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 3rd May, 1911. [1089]The Peninsular & Oriental
Steam Navigation
Company.STEAM FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"DELTA."
Captain E. P. Marlin, R.N., carry-
ing His Majesty's Mails, will be de-
parted from this for Bombay, &c., on
SATURDAY, the 13th May, 1911,
at Noon, taking passengers and Cargo
in connection with the Company's s.s.
"Mooltan," 10,000 tons, from Colombo,
passengers' accommodation in which
vessel is secured before departure from
Hongkong.Silk and Valuables, all cargo for
France and Tea for London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed via Bombay by the s.s.
"Persia," due in London on the 26th
June, 1911.Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 29th April, 1911. [4]"SHIRE" LINE OF
STEAMERS, LIMITED.
FOR LONDON, ROTTERDAM
& ANTWERP.

THE Steamship

"FLINTSHIRE."
Captain G. C. Cundy, will be de-
parted as above about 12th prox.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 24th April, 1911. [1078]THE AMERICAN & ORIENTAL
LINE.FOR NEW YORK
(With liberty to call at the Malabar
Coast.)

THE Steamship

"AFGHAN PRINCE."
Captain Thomas, will be dispatched for
the above port on WEDNESDAY,
24th inst.
For Freight and Passage, apply to
ARNOLD KARBURG & Co.,
General Agents.
Hongkong, 1st May, 1911. [1046]Regular Steamship Service
to New York,
via PORTS and SUEZ CANAL.(With Liberty to Call at Malabar
Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "MONTROSE" ... About 4th
May.
FOR BOSTON AND NEW YORK.
S.S. "MUNCASTER" ... About 11th
May.
For Freight and further information,
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 20th April, 1911. [956]

Consignees

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM LEITH, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
5th prox., will be subject to rent.All Claims against the Steamer must
be presented to the Underwriter on or
before the 12th prox., or they will not
be recognized.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th prox., at 11 a.m.No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
JBB; LIVINGSTON & CO.
Agents.
Hongkong, 23rd April, 1911. [1000]

NOTICE TO CONSIGNEES.

THE P. & O.-S.-N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO
AND STRAITS.Consignees of Cargo by the above-
named vessel are hereby informed that
their goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown Com-
pany's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and delivery can be
obtained as the Goods are landed.This vessel brings on Cargo:
From London, &c., ex s.s. "Delta"
and "China."From Persian Gulf, ex s.s. B. I.
S. N. and B. P. Co.'s
Steamers.Optional Goods will be landed here
unless instructions are given to the
contrary within 6 hours.Goods not cleared by the 8th May,
at 4 p.m., will be subject to rent.No Fire Insurance will be effected
by me in any case whatever.Damaged packages must be left in
the Godowns for examination by the
Consignees and the Company's sur-
veyors, Messrs. Goddard and Douglas,
at 10 a.m. on Mondays and Thurs-
days. All claims must be presented
within ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 27th April, 1911. [4]

Consignees

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK via SUEZ
CANAL.

THE Steamship

"INDRAPURA,"
having arrived from the above ports,
Consignees of cargo by her are hereby
informed that all goods are being landed
at their risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Company, Limited, whence,
and/or from the wharves, delivery may
be obtained.Goods not cleared by the 6th inst.,
at Noon, will be subject to rent.All broken, chafed and damaged
packages are to be left in the Godowns
where they will be examined on 6th
instant, at 10 a.m. Claims against the
steamer must be presented within 10
days of arrival, otherwise they will not
be recognized.No Fire Insurance will be effected
by us in any case whatever.Bills of Lading will be countersigned
by
JARDINE, MATHESON &
CO., LTD.,
Agents.

Hongkong, 1st May, 1911. [1101]

NORDEUTSCHER LLOYD,
BREMER.IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godowns, whence delivery
may be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
6th of May, will be subject to rent.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
6th of May, at 9.30 a.m.All claims must reach us before the
10th of May, 1911, or they will not
be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.NORDEUTSCHER LLOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, 1st May, 1911. [7]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO,
HONOLULU & JAPAN PORTS.

THE Steamship

"TENYO MARU."
The above named steamer having
arrived, consignees of Cargo are hereby
notified to send in their Bills of Lading
for countersignature, and to take im-
mediate delivery of cargo from along-
side.Cargo remaining undelivered on
FRIDAY, 5th May, at 5 p.m., 1911,
will be landed at Consignees' risk and
expense and delivery must then be
taken from Company's Godown.No Fire Insurance whatever will be
effected.No Claims will be recognized after
the Goods have left the Steamer or
Godown, and all Goods remaining
undelivered TUESDAY, May 9th,
afternoon, will be subject to rent and
landing charge.All chafed and otherwise damaged
cargo to be left on board or Godown
and examination of same to be arranged.
All claims must be filed on or before
TUESDAY, May 16th, 1911, other-
wise they will not be recognized.K. MATSUDA,
Agents.
Hongkong, 2nd May, 1911. [868]THE BRITISH-FOREIGN
IMPORT & EXPORT COM-
PANY, Central Buildings, Liverpool,
England, is prepared to receive Con-
signments of Local Produce on best
terms.THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property,
&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System
(Rates and Particulars on application).TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.
Undertaken and Executed.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 13th March, 1906. [4]

